theily it was Proposed That Orly the Chief Owners of N. P. and Great North-orn Should Go In — Purpose, to Continue the Policy of the Two Ratirond

John S. Kennedy, capitalist, philanthrost, director of the Northern Securities impany and of the Great Northern Rail-ty Company and a close friend of James J. Hill, gave testimony yesterday at 185 Broadway regarding the status and pur-poses of the Northern Securities Company. The examination was conducted before secial Examiner Richard A. Mabey, ap-plinted by the United States Circuit Court in the suit brought by Peter Power, a stock-holder in Northern Pacific, to prevent the merger of the Northern Pacific and Great Northern Railroad companies ough the medium of the Northern Secur ities Company. Mr. Kennedy, James J. Hill and Lord Strathcona of England own

the control of the Great Northern Railroad W. A. Lancaster of Minneapolis, of counse r Power, questioned Mr. Kennedy, who said at the outset that he had been one of the largest holders of the stock of the Northern Pacific road as well as of the Great Northern. He went to Europe in April, 1991, at which time he believed that the controlling interest in Northern Pacific was held by J. Pierpont Morgan, James J. Hill, Lord Strathcona, D. Willie James and elf. He had no idea at that time that E. H. Harriman or Kuhn, Loeb & Co. were endeavoring to secure control.

Mr. Lancaster asked Mr. Kennedy when he first learned that the Harriman syndicate was buying Northern Pacific stock. The reply was: "At Aix-les-Bains in France. I read something to that effect in the London read something to that effect in the London Times." About the same time Mr. Kennedy had a personal interview with J. Pierpont Morgan, who was on the Continent. There was some conversation about Northern Pacific affairs, but Mr. Morgan did not ask him not to dispose of his stock. After his return to this country Mr. Kennedy saw Mr. Hill, and some time in August. 1901, he bought 10,000 shares of Northern Pacific stock held by J. P. Morgan & Co. On this point the witness said:

by J. P. Morgan & Co. On this point the witness said:

"Mr. Hill informed me that J. P. Morgan & Co. had some Northern Pacific stock for sale and asked me if I would not like to buy some of it. After thinking the matter over I decided that I would purchase, and I negotiated directly with Mr. Morgan or one of his partners."

Asked about the organization of the

Asked about the organization of the orthern Securities Company Mr. Ken-dy said that such a corporation had been thought of, and talked over for a number of years. The new company was formed to hold the stock of the principal stock-holders of the Great Northern, and the Northern Pacific in one block for the purpose of continuing the policies of the two companies. Mr. Kennedy said that he could not tell whether the same body of capitalists that controlled the Great Northern also controlled the Northern Pacific. He admitted that since 1889 there had been no opposition on the part of any Great Northern stockholder to the policy pursued by President James J. Hill.

Mr. Lancaster asked abruptly: "What was the object of yourself and associates ought of, and talked over for a number

dent James J. Hill.

Mr. Lancaster asked abruptly: "What was the object of yourself and associates in securing control of the Northern Pacific Railroad?" and Mr. Kennedy replied: "To prevent such attacks as that of last May."

Mr. Kennedy said that there had been some talk of taking other properities into the Northern Securities Company besides the Great Northern and the Northern Pacific stocks. He had attended only one meeting of the Northern Securities Company, however, and was not prepared to go into details. Originally, he said, it had been the intention of the projectors of the Northern Securities Company to pool only the holdings of the principal stockholders of the Great Northern and Northern Pacific, in the Northern Securities Company, but in the Northern Securities Company, but later the policy had been so modified as to allow all of the Great Northern stockholders to turn their stock on the same terms as were allowed to the controlling inter-

ests.
Mr. Kennedy said that he had exchanged about 90,000 shares of Great Northern for Northern Securities stock. When asked why Jacob H. Schiff of Kuhn, Loeb & Co. had been put on the Board of Directors of the new Northern Securities Company Mr. Kennedy said that up to last autumn Mr. Schiff had been one of the largest stock-holders of Great Northern. on the Board of Directors of

holders of Great Northern.

The witness asserted that so far as he knew the Northern Securities Company was merely a stockholding company and in no sense an operating company. He did not believe that the operating or traffic department of either the Great Northern, or the Northern Pacific companies would

After Mr. Kennedy's examination the inquiry was adjourned until this afternoon.

It had been intended to examine Jacob H.
Schiff and Charles Steele of J. P. Morgan but at request of counsel the ques-

Texas and Pacific Had a Good Year. George J. Gould, President of the Texas and Pacific Railroad issued the annual report of that company yesterday and made a remarkably good showing. The gross carnings of the road increased \$2,020,000 over the previous year and the net earnings increased \$566,000. About \$1,000,000 was expended on permanent improvements went into operating expenses. After paying all fixed charges and taxes a surplus of \$650,000, remains. President Gould says that immigration is settling the Southwestern country traversed by this road to an extraordinary extent. The crop prospects are better than ever before. extraordinary extent. The

Lebigh Valley Ratiroad Nearly Restored. BETHLEHEM, Fa., March 19.-It was anounced officially to-night that the Lehigh valley Railroad would open up on Monday next not only the main line, but all of crippied branches from New York to Buffe The announcement was made after high The announcement was made after high William had read reports of the progress of the work of restoring the made after its million-dollar damage by the recent hoods. Orders were at once telegraphed to how York and Buffalo to get in readings at passenger trains, including the Black Distincted Express, to move at schedule time on next Monday.

hotes of Mail birect. Advices from Boston received to this city scoteriny stated that the most married had been affered up the stock factures there appear there shows at the consistent to The implements of the many further and the miner further profit examiner to end of the policy of the miner for the miner further and the flut of the miner further fur

BRIDGE PLAN ABANDONED. Withdraws Approval of Circ

Bridge Commissioner Lindenthal's plan to relieve the Bridge congestion by means of a circulating trolley system, to be made possible by the construction of loops at both ends of the Bridge, has come to naught. A conference was held yesterday between the Commissioner and representatives of the Brooklyn Rapid Transit Company, the Manhattan Elevated Railroad Company. pany and of the owners of the Staats

Zeitung and Pulitzer buildings. To carry out the loop scheme it will be To carry out the loop scheme it will be necessary to extend the Bridge structure toward City Hall Park. Before such an extension could be made, it was decided by resterday's conference, the plans would require the consent not only of the city authorities, but also of the Rapid Transit Commission. While it was resolved in a formal way to make an application to the Rapid Transit Commission, President Great-singer of the Brooklyn Rapid Transit Company withdrew from the position he had previously taken of appearing to favor the loop project. Commissioner Lindenthal said in a statement he issued after the conference:

said in a statement he issued after the conference:

The result of the conference did not meet with the expectation of the Bridge Commissioner, who desires to give temporary relief at once; but as the Brooklyn Rapid Transit Company has to pay for any construction giving temporary relief, it must necessarily be a consenting party, and Mr. Greatsinger, the President of the Brooklyn Rapid Transit Company, at the meeting withdrew his consent pending further developments.

The Bridge Commissioner hopes that some amicable arrangement may yet be arrived at, whereby temporary relief can be given until permanent station facilities are provided; but as his Department has no money appropriated for that purpose, and as the contract with the Brooklyn Rapid Transit Company provides that they must pay for such work, the Commissioner finds himself unable to move either hand or foot in his efforts to obviate the crush at the surface loops at the Manhattan end. There is no trouble and no congestion at the elevated railroad station overhead, although the number of passengers from the overhead station is twice as great as for the surface cars.

It also appeared that additional legislation will be required to connect the Williamsburg Bridge with the Brooklyn Bridge, which is a necessary feature of the permanent plan. Such legislation will probably be applied for at the next session of the Legislature. It is hoped by that time that the Rapid Transit Commission, together with the Bridge Department, will have prepared all necessary plans and contracts with the Brooklyn Rapid Transit Commission, together with the Brooklyn Rapid Transit Commission, together with the Brooklyn Rapid Transit Company, as well as with the Manhattan Elevated Railroad Company.

GATES CROWD JUMPS THINGS. That's Wall Street's Guess About Colorado Fuel and North American.

In the absence from Wall Street of most of its prominent stock market operators John W. Gates and his friends are credited with even more than usual activity in stock manipulation. The opinion was expressed yesterday that not only were they behind the sensational fluctuations in the stock of the Colorado Fuel and Iron Company, but that were largely responsible for the big advance in the stock of the North American

Company. Both of these stocks did more tall climbing yesterday. North American made a new high record by going to 1241/2 —a clean jump of 24 points within two days. It closed at 118%. Colorado Fuel and Iron opened wild,

initial sales being made simultaneously all the way from 100 to 107, compared with 98, Tuesday's closing price. On Tuesday the stock sold as low as 95½. It turned out subsequently that the high price of the day had been made at the opening. The close was at 102.

In the Broad street curb market there was been market at advanced prices in

were heavy dealings at advanced prices in Colorado Fuel and Iron 5 per cent. bonds. To the so-called "Gates crowd" are also generally attributed the remarkable re-cent advances in the prices for the securi-ties of the Colorado and Southern Railroad. Colorado and Southern common, which sold at 13½ in December touched 28½ last week and closed yesterday at 27½. The week and closed yesterday at 27%. The first and second preferred stocks have also made big jumps. Yesterday there was a fresh rumor that a deal for the sale of the the road had been closed. One report was that the buyer was the Atchison combut a director of that company said:

"Although the Executive Committee of our company has considered the advisability of purchasing the Colorado and Southern

TYPEWRITER DIVIDENDS.

Three Per Cent. Haif Yearly on the Common Declared for the First Time.

The first dividend upon the common stock of the Union Typewriter Company was declared by that company's directors yesterday. It was at the rate of 8 per cent., which will be the regular semiannual declaration in the future, the stock being thus put upon a 6 per cent. annual dividend basis. Within a week the common stock has advanced in the Broad street curb market from 75 to 80, and it has gone up 50 points within the past year.
The directors also declared vesteriors The directors also declared vesterday the regular semi-annual dividends of 3½ per cent on the company's first pre-ferred stock, and 4 per cent on the second preferred. All the dividends are payable

on April. 1.

The company's annual stockholders meeting was held in Jersey City yesterday. It was voted to increase the Board of Directors from thirteen to fifteen, and J. W. Suggett and J. S. McMaster were elected new directors, the old directors all being rejected. President Seamans said that the volume of business for the past year was larger than in any previous year. No was larger than in any previous year. No financial statement was issued. At a subsequent meeting the directors reslected the officers.

VOTE ON B. R. T. BONDS TO-DAY. Large Majority Expected for the \$160,-

900.000 Proposition. The special meeting of the stockholders of the Brooklyn Rapid Transit Company for the purpose of voting upon the recomof \$150,000,000 of bonds be authorized will te held at the company's office, 168 Mon-tague eirest, Brooklyn, at hoon to-day. A finester of the B. H. T. said yesterday. "The proposition will be put through by every large vote. The new boards will enable the company

The new bonds will enable the company to refund \$60,000,000 houds now cutstand-leg and provide an abundance of one! for divelopment place.

San januar Linux CHARAGO, March 30 - At the request of

\$61.60 for derror \$50; \$c. Weller Horsey & House Austiness of to totalay for an owner of a give year. Morely-year

PLANS OF FULLER SYNDICATE.

WEST VIRGINIA CENTRAL AND OTHER PURCHASES.

850,000,000 Required to Reorganize That Railroad and the Western Maryland —If the Latter is Not Secured May Buy Chesapeake and Ohio Canal.

BALTIMORE, March 19.-Local financial circles are hearing some of the details of the plan by which the Fuller syndicate will finance its projects. For the Western Maryland purchase there is a tentative arrangement, but for the West Viriginia Central and Pittsburg the financial plan s now being underwritten.

It is estimated that to carry out the full plans of the Fuller syndicate will require 50,000,000. This sum would provide for the extensions of the West Virginia Central, via Parkersburg, to Zanesville, Ohio, where connection with the Wheeling and Lake Erie and the Wabash system is to be made the purchase, reconstruction and resquip ment of the Western Maryland Railroad the building of the Tidewater extension and terminals in Baltimore city, and the construction of the new line from Hagers-town to Cumberland, to connect the West Virginia Central and the Western Mary-

land.

The financial plan now being brought out, however, only has to do with the West Viriginia Central purchase and extension. This consists of an issue of \$20,000,000 of 4 per cent. bonds at par, accompanied by a stock bonus. It is understood that four New York financial institutions have agreed to finance the operations of the Fuller syndicate, and the North American Trust Company is named as one of these. It is also pany is named as one of these. It is also said that Cornelius Vanderbilt is largely

The names of the members of the Fuller syndicate, so far appearing, have been E. L. Fuller, Scranton, Pa.; Winslow S. Pierce, New York; Col. Myron B. Herrick, Cleveland; F. S. Landstreet, general manager of the coal interests of the West Virginia Central; Cornelius Vanderbilt; Walter Delan President of numerous coal companies and a director of the Lackawanna Iron and Steel Company; Walter Scranton, Presi-dent of the latter company and the Moses Taylor estate, which is largely interested in the Delaware, Lackawanna and Western Pailroad.

It is said that wholesale improvements are contemplated in connection with the Western Maryland. It is also planned to put the road in such physical shape as to permit hauling trains of the huge 52-ton coal cars, which are now used on the Baltimore and Ohio.

Inquiries also connect the Fuller syndicate with the bill which passed the House of Delegates vesterday afternoon to charter the Chesapeake and Cumberland Railroad. Failing to get the Western Maryland, it is said that the Fuller syndicate means to make a bid for the Chesapeake and Ohio Canal, and endeavor to secure that property Canal, and endeavor to secure that property with the idea of using the towpath as a route for a railroad from Cumberland to tidewater.

DICTIONARY INSTEAD OF CASH. Speyer & Co. Complain to the Post Office of a Robbery.

A Copenhagen firm, Rubin & Bulg, sent by mail to Speyer & Co., bankers at 27 Broad street, a bulky package, sealed in several places with the firm's name and seeal, and containing \$600 in bonds and currency. When the package was de-livered to Speyer & Co. on Feb 6 last, the seals were intact. When it was opened it was found to contain, carefully wrapped it was found to contain, carefully wrapped up in tissue paper and cotton wool, a small German-English dictionary and a foreign pattern-paper, used in cutting out patterns for ladies' dresses. The money had been removed and these useful articles so cleverly substituted that the package had the appearance and feel of being genuine.

Speyer & Co. reported the loss to the Post Office authorities, but it has not yet been ascertained where and when the substitution was effected. tion was effected.

Cut in Flour Freight Rates.

St. Paul, March 19 .- At a meeting held here yesterday lake and rail rates on export and domestic flour and products incidental thereto were fixed. The flour rate was cut 3 cents from the tariff in effect when the season of 1901 opened. This season the lake and rail rate on domestic four will be 22 cents to the seaboard and 1955 cents on the export business. These rates are 3 cents under the agreed all-rail rate, the recognized differential allowed the lake carriers. These new tariffs will take effect on April 1.

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sold for Cash or on Margha. Write or call for
our daily Market Letter, containing careful,
correct information of special value. Our direct private wires to Boston, Phila-delphia, Raidmore, Pittsburgh, Cleveland, and Chicago, enable us to quote accurately and find a quick market for the local securi-ties of these respective cities.

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PINANCIAL

THE HOLDERS OF TH Second Mortgage Gold Income **Bond Certificates**

St. Louis Southwestern Railway Company.

Referring to the published notice of Referring to the published notice of St. Louis Southwestern Rallway Company dated Pebruary 6, 1902, requesting the holders of its Second Mort gage Gold Income Bond Certificates to deposit their certificates with The Mercantile Trust Com-pany, No. 120 Broadway, New York City, upon the condition that all deposited certificates might upon direction of the Rallway Company and upon advertised notice. rtised notice, be returned to the holders of sit Receipts at any time before May 31, 1902 Deposit Receipts at any time before May 31, 1967, and that if such certificates were not then or there tofore so returned the holders of Deposit Receipts should have the right upon similar notice and upon surrender of their Deposit Receipts, to receive new securities or rights, or both, when and upon the conditions offered by the Railway Company to all depositors alike, or at their option to sell their certificates for cash at Eighty per cent. of their par Further notice is hereby given that more

than a majority of the outstanding Second Meri-gage Gold Income Bond Certificates of the Rail-way Company having been deposited under the terms and provisions of said notice, the under-signed Railway Company has decided to extend the time within which deposits of said certifi-cates in the manner and upon the terms and con-Engraved deposit receipts of the Trust Company in negotiable form are now ready for delivery a the office of The Mercantile Trust Company, No 120 Broadway, New York City, to depositors o ond Mortgage Gold Income Bond Certificates o the Railway Company in exchange for the tem-porary receipts of the Trust Company, and applicaion will be made at the earliest practicable dat o list the Engraved Deposit Receipts on the New York Stock Exchange.
Second Mortgage Income Bond Certificates not

deposited on or before March 27, 1902, will be received (if at all) only upon such terms and con ditions as the Railway Company may prescribe. Dated New York, March 13, 1902

ST. LOUIS SOUTHWESTERN RAILWAY CO., By EDWIN GOULD, President.

We Offer, to Close an Estate, 1,600 Shares Of the Capital Stock of the Bald Butte Mining Co. OF HELENA, MONT.

This Company has been a steady dividend payer for the past ten years, and in 1901 paid 78%. Last annual report, full particulars and price on appli

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seems a fabulous earning, but many of our most solid and reputable corporations pay it. One of our leading BANKS pays 150% reg-ularly and its stock is held at FORTY for

e offer you an investment that will pay as ell or better and SOON. It is square, legit-nate, not speculative but morally SURE. We will not take this expensive space for de-tails, but to those seeking a LUCRATIVE INVESTMENT, WE WILL SEND (on request) full information by mail. Tidewater Cannel Coal Co., L't'd., Hudson Bidg., 32 Broadway, New York.

Norfolk & Western R'way Company Pocahontas Coal & Coke Company Joint 4% Bonds.

Holders of our certificates for \$20,000,000 Norfolk & Western Railway Company-Poca-hontas Coal and Coke Company Joint 4 per cent. Bonds are hereby notified that we are prepared to deliver the definitive bonds upon render of the certificates. Registered certificates should be properly

assigned in blank.
Out-of-town holders of certificates will please state whether they wish their bonds forwarded by registered mail or by express.

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Before putting money in New Brunswick (Canada) cannel coal or oil schemes, get inside information by addressing G B ELLIOTT, Clvi Engineer, 26 Theyer Street, Buston Mass. TO HOLDERN Omaha Loan and Trust Co mort-gages, purchasers of such securities can be had by addressing DRAWER 1401, Libroin, Neb. DIVIDENDS AND INTEREST.

The Chicago, Block Island & Pacific Hatterny Co.

The Party of State and State and State Account to Proposed

FINANCIAL AND COMMERCIAL. WEDNESDAY, March 10.

There was the usual shifting of specula-tive activity to-day from stocks that have recently received attention to others that bave been comparatively neglected. The stocks that were taken in hand were Sugar Refining, which led the entire list in respect to activity and scored a net gain of 2% points, Tennessee Coal and Iron, which retained about half of a maximum advance of 2 points; Atchison common, which was exceptionally strong throughout and closed 114 per cent. higher than last night, and among the less active issues, Chicago, Indianapolis and Louisville common at a net gain of 4% points; Colorado Fuel, at a net gain of 4 points; New York Air Brake, New York, Chicago and St. Louis common and second preferred, and St. Louis and San Francisco common and second preferred. There was a continuation of the unexplained upward movement in North American It rose 6 points, but subsequently lost practically all of its improvement. The buying of Chicago, Indianapolis and Louisville common was accompanied by a report that the management intends to declare a divi dend upon it in the near future.

Colorado Fuel was second only to Sugar Refining in respect to activity, and the opening in it was wild, owing to the brash nanipulation of the Western speculators who have taken charge of the market for the stock. Transactions were made at 107 but a reaction of several points followed immediately and the final price was 5 points below the highest. The speculation n Sugar Refining appeared to be based entirely upon prospects that the policy of the Administration for reciprocal trade relations with Cuba will be carried out by Congress. The magnitude and timidity of the short interest in Amalgamated Copper was responsible for a net advance of nearly a point in the price of that stock. Minor industrials that made a fairly good showing were General Electric, International Paper issues. International Power National Biscuit and Westinghouse Electric. The revival of local interest in Chicago Union Traction continues. The sudde development of activity in this stock yesterday was based in part upon prospects that the Corporation Tax law of Illinois will be declared unconstitutional by the courts, equally good prospects that a combination will be formed between the company and the City Railway Company of Chicago, and the fact that the two corporations named are working in harmony in the matter of securing extensions of their

franchises. The local traction stocks received a fair legree of attention, and Metropolitan Street Railway and Brooklyn Rapid Transit were exceptionally strong, though both reacted somewhat in the late trading. The demand for them was doubtless stimulated by the fact that in the case of each com pany financial programmes will be submitted to the stockholders for their approval at special meetings to be held to-morrow. Unprecedentedly large votes will be cast in favor of the respective plans. As was to be expected, an attempt has been made to obstruct the carrying out of the Metropolitan olan by resort to the courts at the eleventh our. Proceedings of this character have of late become so scandalous that it is exceedingly gratifying to note that, in this case, the litigants appealed to a Judge who took a common-sense view of the matter and insisted upon the defendant corpora-tion being notified before granting an ex parte injunction. The details of the court proceedings are printed in another column, and from them it will be seen that the courts are beginning to show a disposition to resent being used under a strictly tech-nical interpretation of the law to obstrucimportant transactions on the eve of their impletion, in the interests of speculative

tigants. The reactionary features of the market the reactionary leatures of the market were Evansville and Terre Haute, which sustained a net loss of 2½ points on the announcement that the new management had decided to defer action regarding a dividend upon the stock pending a thorough examination of the physical condition of the property. Reading issues and a number roperty: Reading issues of the less active stocks that have recently advanced sharply. Because of these moveadvanced sharply. Because of these move-ments, the market presented an irregular appearance. There was a falling off in the transactions in bonds as well as in stocks, but the tone continued very firm. In the outside market there were very heavy dealings in Colorado Fuel and Iron convertible 5s, at an advance to 105½ and a subsequent reaction to 103½. Other note-worthy dealings were in Corn Products issues at advancing prices: in Dominion issues, at advancing prices; in Dominion Securities, Hackensack Meadows, United States Steel rew 5s, Storage Power and Tennessee Copper, which was exceptionally heavy. The closing was moderately active and very irregular.

New York Stock Exchange Sales March 19. UNITED STATES AND STATE BONDS (IN \$1,000s).

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Sales: 28400 Amal Cop.

800 AmC&F pf. 8400 Am Cot Oil.

1000 Am G Twn.

100 Am L OII p

100 Am Malt ...

500 Am Snuff p.

100 Am Bycl p 17% 2400 Am CaPCo. 31%

8100 Am Ice 21%

2100 Am Ice pf. 62% 4100 Am Lin Oil. 25%

1600 Am Loco ... 3 136 200 Am Loco p. 9314

800 Am Smelt... 46%

100 Am Sugar. 130% 100 Am Sug pf118 100 Am Tel&C. 85

100 Am Tob pf. 1 8 0

700 Anaconda 304

400 Ann Arb pf. 68% 22800 A T & S P. 77%

23300 Balto & Ob. 107

100 Balt & Opf. 94% 14200 B'kl'n R T.. 67%

100 Bkn U Gas. 226

\$500 Can Pac....1 16

3100 Ches & Oh 4614

800 Chi & Altp. 78%

100 CAN Wpf245

1000 Ch Gt W'st. 244

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4900 ChiMAStP.. 165

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900 Chie Term. 18% 900 Ch Term p. 35%

4000 Chie U Tra. 1814

200 CCC & StL 10214 58100 Col F & 1...107

100 Col H C . 17

400 Col So 2 pt. 43

8300 Cot South .. 2716

600 Col So 1 pt. 71%

200 Det & Hud. 1 7 216

100 Den & RG. 43%

100 D & R G p. 91% 300 DesM&F D. 43%

600 DisCootAp. 39%

2600 Erte 2d pf. . 55%

200 Ev& T H pf 96

2100 Gen Elec...32214 130 Glue pfetf.108

100 G't Nor pf. 185 1300 Hock Val... 71% 300 Hock Val p. 86%

400 Ill Central 1 40

7500 Int Paper.. 2314 2200 Int Pap pf 77

1700 Int Power. 5714 1700 Int Pump. 5714 1700 Int Silver. 1114

100 KCFS M pf. 83%

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8% C & H ... 580 801 V E Ld. Centl Cop. 2114 2214 Centr'i Oli 64 A AgCh pf 1 69 5 Cone Mer. 1 13-16 1 16-16 Am T & T169 Mex Tel .. 256 2% Cop Range N Eng G & Daly West 234 Franklin. 13 CST pf. . 130 isle R'yals 4 614 Mass Con. Dom Steel 4614 864 Meread ... 97% Michigan. Mass Fi pt 10% Plant C Co D& Monta Bos Swift ACo 1 0 3 1031 Mohawk. 34 4 914 OldC(Cop Merg'n'ler 1 8 214 Shoe pt. 29% Old Dom 100 DPH Phonis... W'h El. p. 9814 Bos & Me. 194 Rhode Isl. 24 Santa F6. 3 195 W End St 994 Tamarack 180 Tri Mo'aL B G 2d 8s. 58 Swift&C5s101 - US MIN'E cond 5. 102 NEGAO 6014 Utah Con. 22 04 Arcadian 814 Arcadian 760 Alloues... Wash't'n. Winona ... 1% 114 Wolverine 80 Atlantio.. 29 30 Baltio.... 4514 46 Wy'nd'ite 750

CHICAGO CLOSING QUOTATIONS Bid. Asked.

Am CanCo 1514 16 Lake SEI. 1114 AmC Cpt 58 59 Met WSc. 41 A Straw ii 30 --- M W S pt. 90 -- Nat Bis .. 52 AmRac pt1 1614 120 N Carb... 2214 22 Ch UTc.. 1794 1794 N Carb pt 86 4 86 Ch Uar pt 50 55 N Chi S R 190 Chy Rwy. 215 223 W Ch StR 99 993 Dia Maten 1 3 4

AuphC. se 344 35 Elec. &PT4 984 Cam Iron, Cam Steel 47 EqGasL5s | 08% 108 4 COAGe 79% 60 Len V RR 34% 69 LC &Nav 73 C'O & G'8s1 1 114 1 1 114 Maraden D 334 Con L Sp. 72 724 P Steel p. 88% CTofNJ. 70 709 Phile M. 34 34 CTofNJS. 1104 1109 PEGTS 974 984 436 434 SRESS.112 1124 Dia SSCp. 714 Un Trac. 3916 Piec S B o --*Un GI Co. 1 194 121 63 Wet'n Co. 28

Final sales compared with those of yester-

day as follows: March 18 March 19. March 18, March 19 A 749 F. 76% 76% Mex Cent. 30 ATASP pf 97. 47% Mex Nat. 20% 20 Am COQ. 48% 46% N Lead... 20% 19% Am S Ref. 127% 130 Nor Am. 116% 118% 1800 Mex Cent... 3016 2916 2916 - 16
1800 MxNat Cent... 3016 2916 2916 - 16
1800 MxNat Cent... 2016 20 2016 - 16
4000 Mx Nat p wi 4016 4014 4014
800 MxPass M 48 4716 4714 - 76
200 MxPass M 11216 112 112 - 216
300 M 4 St L... 11014 11014 11014 - 16 Am S R pf 1 1 7% 1 18 Nor 4 W., 57 Ams Rp 1179, 118 Nor 4 W. 57 564
Ams Cop 624 634 N'rthw'tc 232 232
Am Loco. 314 314 N Y Cen. 1634 1624
Am Loco 9 634 939 0 4 West. 334 324
AmGTwne 51% 51 Peo G 4 Cl 02 1024
Brook R 1 664 664 Pac Mall. 464 454
Bal 40hlo 1 0 64 10 7 Penn RR 1514 1514 6300 NYC 481L 58 51% 52% +1% 1900 NYCSL 2p. 80% 88 80% +1% De aHud 1 7 2 . 1 7 214 So R'y of. DARG. 4416 4316 So Pacific. 6516 DARG pf. W116 9116 TeraPac. 4016 Eric B il 3716 5716 Tenn C41 6416 2d pf.... 64% 66% USRubpf. Geni Ec. 317 320 USRubpf.

4014 4094 + 14 8315 8314 1015 1015 Hi Cen. 140 13014 U S Steet, 4214 han 4 Tes 2414 2415 U S S pt. 0514 Lo 4 Saen 10415 1041, Wand P c. MSM Man Con. 18 414 18 414 Wab & Pp 4814 M & St L. 1104, 110; WUTst., 015, Mis Pac. 1005, 101 Wis Cen. 234 Met St Ry. 1 0 8 4 1 0 8 5 WisCompf. 44 * Els dividend. Government bonds steady at unchanged quotations. Railway and other bonds firm. The features were Burlington and Quincy as joint bonds. Continental Foliacco 26, Kansas thy Fort Boott and Memphis 46, Kansas thy Bouthern & Froris and Kastern incomer. Reading general 28, Bouthern Russian general 28, Members in testral general 28, Archiest, Baitimore and Obio. Central of incorais. Mexical Central, Raissas and Texas, manidard Rope and Twine, Inion Facility and Walnesh issuing.

2d pf.... 644, 664 USkubpf. 664 Genl Re. 317 320 USLea. 1114 Gt Nor pf. 1864, 186 USLeap 814

in bank stocks to shares of American Ex-Change sold at 111

Commercial price of bar silver in New
York, billy that rilver in Landon closed
at 12 th ind Mexican rilver dollars were
consided at 42.

Money on coall, sold per cond. Time money
is quested at 43, per cond for three, four side
at moneta, 56 per cond industrials, and to
per cent radiations, and 6 per cent for four
bounds or industrials. Commercial page
is quested at 40 to per cent for prime directomates. In the forest cond for per cent
tomates bills retained and of the prime directomates. In the forest cond for per cent
of the prime direct
tomates. In the central page.

The control of the co